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cc:

Subject: EIR COMMENTS

Questions and Concerns about the Long Beach Airport Terminal EIR :

DESIGN

The patio-type enclosures as part of the airport building do not seem to be part of the total square footage. This seems like it is a bigger structure than advertised. If these structures are being built under one roof, shouldn't they count as part of the structure total? What is the total square footage if these structures are included in the total?

The concept illustrations for plane parking show 11 planes. Is this the correct amount or is it 14 like we have been told? Will the design keep the historic buildings as the main architectural feature?

Night flights would seem to me to need fewer concession services but the EIR does not seem to take the various flight patterns into consideration. I am confused about the assumptions in the EIR about the concessions and what number the EIR uses for the phrase "*anticipated number of passengers*".

The EIR seems to indicate that the TSA wants more space. Is there documentation of this? They seem to be doing fine with the current space allocated to them. Have they declared it is currently dangerous to fly from Long Beach Airport? Is there documentation that the TSA is concerned about safety as stated in the EIR? The point about *TSA delays*, what does that mean and is their documentation to back this up? What are the alternatives to insuring safety and no delays with TSA? Is the biggest alternative the ONLY answer?

OTHER ISSUES:

The Airport Advisory Committee states that the 25 slots allocated for commuter airlines are "*to be in regular operation between December 2005 and Spring 2006*". This assumption does not seem to be true. So far I have heard and read the Smooth Airlines granted the slots is an airline in name only.

The phrase in the EIR "*The airport has been a significant part of the City's economy since its founding in 1924, and an important factor in Long Beach's economic growth*"

Appears to be a generalization. Where is the comparisons of economic activity when we had fewer flights (after the various start up airlines pulled out) and now with the 41 flights?

The statements about air quality, are they from actual air sampling at the airport over an extended period of time? The statements about noise are only about take-off and landing, why not about time on the ground?

What is the **General Aviation Noise Committee**? What authority does it operate and who is it accountable too? What are its powers and where are they spelled out?

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